AMENDMENTS TO THE SPECIFICATION:

Page 3:

Please substitute the following paragraph for the paragraph beginning at line 14:

At the secondary collision, when the steering column is collapsed to move to the front part of the car, the body-side lower bracket and the supporting pin remain stationary. On the other hand, the column-side lower bracket ~~intends to~~ moves to the front part of the car together with the steering column. As a result, the partition member is broken by the supporting pin, whereby the steering column can be smoothly disconnected from the lower bracket.

Page 4:

Please substitute the following paragraph for the paragraph beginning at line 5.

However, in the structure disclosed in Japanese Patent Application Laid-Open No. 2002-59853 described above, the partition member which is broken in the secondary collision, has been cut up from the inner periphery of the axially elongated hole of the column-side lower bracket and is formed with the column-side lower bracket as a unitary

structure, so that an elaborate processing thereon is ~~infeasible~~ not feasible.

Page 6:

Please substitute the following paragraphs for the paragraphs beginning at line 1.

At the secondary collision, when the steering column is collapsed to move to the front part of the car, the body-side lower bracket and the supporting pin remain stationary~~,~~; meanwhile the column-side lower bracket and the main body of the spacer ~~intend to~~ move to the front part of the car together with the steering column. As a result, the shock time breaking portion of the spacer is broken by the supporting pin, whereby the steering column can be smoothly disconnected from the body-side lower bracket.

After that, the column-side lower bracket is moved to the front part of the car, together with the steering column.

The spacer can be easily designed and processed since it is formed separately from the column-side lower bracket or the body-side lower bracket and can take a desired shape and structure.

Page 7:

Please substitute the following paragraph for the paragraph beginning at line 18.

Also, in the shock absorbing steering column apparatus of the present invention, it is preferable that the narrow breaking portion is extended to ~~the forwarder~~a more forward part of the car, than the center of the insertion hole.

Page 8:

Please substitute the following paragraph for the paragraph beginning at line 13.

Fig. 4A is a cross-sectional view taken along the line ~~A-A~~ 4A-4A in Fig. 1A, and Fig. 4B is an enlarged side view of the spacer; and

Pages 8-9:

Please substitute the following paragraph for the paragraph beginning at page 8, line 23.

Fig. 1A is a side view of a shock absorbing steering column apparatus according to an embodiment of the present

invention. Fig. 2 is a side view of the shock absorbing steering column apparatus in a state that a body-side upper bracket and a body-side lower bracket are disconnected therefrom. Fig. 3A is a side view of a column-side lower bracket, Fig. 3B is a side view of a spacer, and Fig. 3C is a side view of the body-side lower bracket. Fig. 4A is a cross-sectional view taken along the line ~~A-A~~ 4A-4A in Fig. 1A, and Fig. 4B is an enlarged side view of the spacer. Fig. 5 is a diagram showing a load of the spacer.

Page 10:

Please substitute the following paragraph for the paragraph beginning at line 12.

A flange 4a of the body-side upper bracket 4, which ~~is extended perpendicularly~~ extends perpendicular to the ~~sheet surface in~~plane of Fig. 1A, is formed with a notch 4b which is open toward the rear side of the car. A coating plate 10 for adjusting a frictional force is formed to sandwich the notch 4b in a substantially U shape. The upper bracket 4, the coating plate 10 and a shock absorbing plate 11 for absorbing a shock energy at a secondary collision are secured to a body-side strength member 102, which is indicated by slanting lines in the drawing, by the use of a

bolt 101 passing through the notch 4b and a through hole 10a.

Pages 10-11:

Please substitute the following paragraph for the paragraph beginning at page 10, line 24.

The shock absorbing plate 11 is secured to the body-side strength member 102 by the use of the bolt 101 at the base end portion 11a thereof, is extended to the front of the car inside a stand-out portion 4bd of the body-side upper bracket 4 in a substantially U form and, after being bent at an arcuate portion 11b, is extended toward the rear part of the car inside the stand-out portion 4bd.

Pages 11:

Please substitute the following paragraphs for the paragraphs beginning at line 5.

At the secondary collision, the coating plate 10 is disconnected from the body-side upper bracket 4 due to the shock energy directed toward the front part of the car, and the body-side upper bracket 4 is moved to the front part of the car together with the steering column 1.

On this occasion, while the shock absorbing plate 11 remains on the car body side since the base end portion 11a thereof is secured to the car body with the bolt, the arcuate portion 11b and the like are plastically deformed (drawn) inside the stand-out portion 4~~b~~d in the substantially U shape of the body-side upper bracket 4 which is moved to the front part of the car. It is possible to absorb the shock energy at the secondary collision due to this plastic deformation (drawing) of the shock absorbing plate 11. These members constitute a shock absorbing mechanism.

Pages 12:

Please substitute the following paragraphs for the paragraphs beginning at line 5.

A spacer 16 formed of a synthetic resin is interposed between the column-side lower bracket 12 and the body-side lower bracket 13. The main body 17 of the spacer 16 is provided with three claw portions 18~~. Meanwhile~~, and also formed with a pin insertion hole 19~~ is formed in~~ toward the rear part of the car~~, thereby constituting~~. Thus, a ring-shaped portion having a small width is formed ~~in~~ at the rear side ~~part of~~ with respect to the car body.

Pages 12:

Please substitute the following paragraphs for the paragraphs beginning at line 17.

The axially elongated hole 14 of the column-side lower bracket 12, the pin insertion hole 19 of the spacer 16 and the hole 15 of the body-side lower bracket 13 are passed through by a supporting pin 21 and are secured by fastening, or clinching, the pin.

Pages 12-13:

Please substitute the following paragraph for the paragraph beginning at page 12, line 22.

Between the main body 17 of the spacer 16 and the pin insertion hole 19, there is formed a narrow shock time breaking portion 19a which is to be broken due to the shock generated when a predetermined breaking load is applied thereon by the supporting pin 21 at the secondary collision. This narrow shock time breaking portion 19a is extended up to a ~~forwarder~~ more forward part of the car body, than the center of the pin insertion hole 19. This narrow shock time breaking portion is not required to be broken both at the

upper part and the lower part of the pin insertion hole 19. It is enough if either one of the upper and the lower part or a space between the both parts would be broken. The characteristics of the load of this spacer 16 at the time of breaking are as shown in FIG. 5. FIG. 5 is a load diagram of the spacer, in which the ordinate represents load or force and the abscissa represents movement distance.

Page 13:

Please substitute the following paragraph for the paragraph beginning at line 16.

At the secondary collision, when the steering column 1 is moved to the front part of the car, the body-side lower bracket 13 and the supporting pin 21 remain stationary; [[,]] meanwhile, the column-side lower bracket 12 and the main body 17 of the spacer 16 ~~intend to~~ move to the front part of the car together with the steering column 1.

Pages 15-16:

Please substitute the following paragraph for the paragraph beginning at page 15, line 24.

At the secondary collision, when the steering column is moved to the front part of the car, the body-side bracket and the supporting pin remain stationary[[,]]; meanwhile, the column-side bracket and the main body of the spacer ~~intend to~~ move to the front part of the car together with the steering column. As a result, the shock time breaking portion of the spacer is broken by the supporting pin, whereby the steering column can be smoothly disconnected from the body-side bracket.

In the Abstract:

Please substitute the abstract on the appended sheet for the abstract on page 19. For the convenience of the Office, a clean version and a marked-up version of the abstract have been provided.